

DIED.
WRIGHT—Nephew of Edmund Wright, infant son of Earl and Margaret Wright. Died Feb. 2, 1896, born Aug. 22, 1890. Funeral Tuesday at 2 p. m. from residence, 10 Madison avenue.

LOST.
LOST—Near New York and Apple avenues, small case. Reward. Return to 654 Indiana avenue.

STRAYED OR STOLEN.
STRAYED OR STOLEN—Two horses—One bay, six years, weight 1,200 pounds; one brown, weight 1,000 pounds. Any information. Reward. 19 Indiana avenue.

WANTED—AGENTS.
WANTED—AGENTS—Hambledonian Cigar, 10 cents.

WANTED—AGENTS.
WANTED—Agent to sell an article to saloon-keepers. Ready sale. Big money to a hustler. N. & B. 115 North Illinois street, Indianapolis, Ind.

WANTED—MISCELLANEOUS.
WANTED—Furnished room wanted; two gentlemen; 15 monthly; any location. H. C. C. 100 East Market street.

WANTED—AGENTS.
WANTED—An idea. Write John Wedderburn & Co., patent attorneys, Washington, D. C., for their \$1,000 prize offered to inventors.

SITUATION WANTED.—By man and wife (colored); good cook and general housework. References. Address: FLOWDEN, 128 West Vermont street.

FOR SALE.
FOR SALE—Hambledonian Cigar, 10 cents.

FINANCIAL.
FINANCIAL—Hambledonian Cigar, 10 cents.

FINANCIAL.
FINANCIAL—Money on mortgage. C. F. SAYLES, 75 East Market street.

FINANCIAL.
FINANCIAL—Mortgage loans. Six per cent money; ready sale. C. & W. BURTON, 25 Lombard Building.

FINANCIAL.
FINANCIAL—Sums of \$500 and over. City property and rents. C. E. COFFIN & CO., 90 East Market street.

MONEY.
MONEY—To loan on Indiana farms. Lowest rates, with ample security. Address: C. N. WILLIAMS & CO., Crawfordville, Ind.

MONEY.
MONEY—To loan on farms at the lowest market rates; privileges for payment before due. We also buy municipal bonds. F. H. DAY, 100 East Market street, Indianapolis.

FINANCIAL.
FINANCIAL—Active and experienced business man (German), prime of life, would invest \$10,000 to \$20,000 and services in legitimate manufacturing or jobbing business bearing closest scrutiny. State nature of business. Address: A. B. M. care Journal.

FINANCIAL.
FINANCIAL—Wheat is booming and is the cheapest article in the world to buy. To spare should buy it; trade through a reliable house. Write for information by sending for our large Red Book, containing all the necessary information to enable anyone to handle their investments intelligently; also our daily market bulletin, which gives the latest news to buy, both from STANSELL & CO., Bankers and Brokers, 43 Traders' Building, Chicago.

BUSINESS CHANCE.
A GREAT OPPORTUNITY—For sale, at Findlay, O., a good mill and grain-belt iron mill in good condition, with an extensive natural gas plant, which is believed, will furnish fuel for a number of years at a very cheap rate.

Also, at the same place and connected with the gas plant, is an extensive chain works, with forty hammers, as many fires and all other tools and machinery necessary for the manufacture of all kinds of chains, with good engines, boilers, etc. The property will be sold at a great bargain, with one-third down and balance in one and two years, with interest at 6 per cent. The chain works is valuable to use where it is or to move into more extensive gas fields for sale. The price is \$100,000. It is sold at great advantage to the purchaser.

If not sold sooner at private sale, will be sold at assignee's sale at Findlay, Feb. 11 next, at 3 o'clock p. m. Inquire of M. F. GARY, Assignee, Cleveland, O.

NOTICE.
NOTICE—To the Republicans of Warren township. You are earnestly requested to meet at the Commercial Club rooms (over Shank's meat store), Irvington, Ind., on Wednesday evening next, for the purpose of organizing a Republican club for the township. All Republicans should be present. By order, GEORGE W. GALVIN, Chairman. WILLIAM HAYMAKER, Secretary. FRANK EUSTON, WILL MEYER.

ANNOUNCEMENTS.
ANNOUNCEMENT—How to become a lawyer. Physicians. Courses by mail. ILL. HEALTH UNIVERSITY, Chicago, Ill.

MISCELLANEOUS.
MISCELLANEOUS—Hambledonian Cigar, 10 cents.

LEGAL ADVERTISEMENTS.
In the Circuit Court of Marion county, Indiana, January term, 1896.

Christian F. H. Wadman, administrator of estate of Henry Wadman, deceased, vs. Christian Aumann and Mary Aumann, his wife. You are hereby notified that the above named petitioner, as administrator of the estate of Henry Wadman, deceased, has filed in said court a petition for the sale of certain real estate belonging to the estate of said deceased, and in said petition described, and praying that the same be sold for the payment of the debts and liabilities of said estate; and has also filed an affidavit averring therein that you are each of you nonresidents of the State of Indiana, or of the county of Marion, and that you are necessary parties to said proceedings, and that said petition, filed and which is now pending, is set for hearing in said Circuit Court at the courthouse in Indianapolis, Indiana, on the 10th day of March, 1896.

Witness the clerk and seal of said court, this 1st day of February, 1896. JAMES W. FESLER, Clerk Marion Circuit Court. Carter & Brown, Attorneys.

RECEIVER'S SALE.
Notice is hereby given that the undersigned, receiver of the Chicago, Indiana & Eastern Railway company, has for sale, at 10 o'clock a. m., sell at public sale, for cash, the following described personal property belonging to said company, to wit: One engine. Two coaches. One combination car. Five flat cars.

GEORGE SWEETSER, Receiver.

DAILY VITAL STATISTICS—FEB. 3.

Deaths.
John Becham, thirty-seven years, 309 East Court street, ulceration of stomach.

Mary E. Stevens, thirty-two years, 462 Archer street, consumption.

Infant Waldron, one day, North Pennsylvania street, infantile.

Mattie Bowen, fourteen years, 130 Elizabeth street, apoplexy.

Ralph Crowley, eighteen months, 36 Dorchester street, fever.

Ellen Callahan, sixty-two years, Caldwell street, bronchitis.

Lillie Lewis, seventeen years, 148 Dunlap street, tuberculosis.

Charles Desautels, seventy-five years, Little States of the Poor, senile debility.

Walter Gowdy, four years, 36 Rhode Island street, measles.

Florence Carr, nineteen years, 13 Oldland street, consumption.

Daniel Cook, forty-one years, Woodside, tuberculosis.

Wilhelmina Krich, eighty years, 92 Kansas street, senile debility.

Births.
James and Minnie Dissler, 3 Detroit avenue, boy.

George and Annie Whitney, 33 Indiana avenue, girl.

William J. and Eva Ferguson, 34 West Washington street, boy.

John and Mary Waldron, North Pennsylvania street, girl.

John W. and Mrs. Wilson, city, boy.

Marriage Licenses.
William H. McFadden and Mary J. Atkinson.

Thomas J. Heisel and Emma F. Miller. Edward Turner and Minnie Wolford.

Building Permits.
John Steinmetz, two frame dwellings, Hosbrook street, \$150.

Mary Ward, addition to frame house, 23 Aster street, \$100.

NOT A C. H. & D. LINE

MR. PEIRCE TO CONTINUE GENERAL MANAGER OF THE L. D. & W.

Opposition Developing Toward the Joint Traffic Association—A Trunk Line Said to Have Weakened.

When the Woodford syndicate purchased the controlling stock of the Indiana, Decatur & Western it was contemplated that on the 1st of February the Cincinnati, Hamilton & Dayton company would take full control of the property, but last week M. D. Woodford, president of both companies, addressed a letter to R. B. F. Peirce, who has been general manager of the Indiana, Decatur & Western for several years, complimenting him on the manner in which he had handled the property, stating that they had decided to request him to continue as general manager indefinitely, and that Peirce had consented to do so. Mr. Woodford states that a wrong impression is prevalent regarding the Indiana, Decatur & Western being now a part of the Cincinnati, Hamilton & Dayton. It is not. The line is owned by Messrs. Woodford, Shoemaker and Taylor, all of whom are directors, however, in the Cincinnati, Hamilton & Dayton. While the Indiana, Decatur & Western is to be operated more closely with the Cincinnati, Hamilton & Dayton lines, it is not now a part of the system, but likely will be after extensions to the line have been made and its affairs become more settled. There is no question, says one well informed, as to it being the intention of the Woodford syndicate to extend the Indiana, Decatur & Western, and in due time make it a part of the Cincinnati, Hamilton & Dayton system. The operating department will be continued at Indianapolis, where George Griggs, as general superintendent, has been in charge. The accounting department have already been removed to Cincinnati.

Carrying the Business at Full Rates.

The Journal has the best of authority for saying that every pound of freight which the Toledo, St. Louis & Kansas City takes out of St. Louis is carried at full rates, and the road, at full rates, last week carried 29 per cent. of the business. It has simply resolved itself into the conditions of a fight between shippers who are opposed to the Joint Traffic Association and are using the Toledo, St. Louis & Kansas City as a club to attack the association, and the association, which carries the business at full rates and pays its connections east of Toledo on the same basis as the other Western connections. The shippers take the position, it is stated, that the Indiana, Decatur & Western and that roads live up to them, but they are confident, should the Joint Traffic Association carry out its purpose, rates would be considerably advanced. That the situation is becoming interesting, and that the Toledo, St. Louis & Kansas City is getting a good deal of advertising through the fight now on, is very evident.

Bulling on G. A. R. Tickets.

Chairman Caldwell of the Western Passenger Association, has reduced his application of the Great Western to make a thirty-day limit on its tickets for the G. A. R. encampment at St. Paul. The denial of the request was a foregone conclusion, the road only making it so that it would be able to apply for a refund of the fare. The chairman and make the extension in accordance with the provisions of the association agreement, no matter what the other lines in the association may do. It will not give notice of its intention, and if the encampment is held at St. Paul, it will put the tickets on the market. No other line in the association will make the extension; not at least, and they are inclined to let the matter drift without action. It is kind until after the next meeting of the Cincinnati, Hamilton & Dayton, which will be Feb. 20.

Trunk Line Said to Have Weakened.

Yesterday, among the higher freight officials of the freight departments, there was a good deal of excitement over a rumor that one of the trunk lines had been promised by a number of shippers who are putting together a large amount of business should the line in question make certain concessions, and so well it is known that the trunk line is in a position to make such a concession, that it is being talked about. "Should this prove true, it means," said a leading freight official yesterday, "a general reduction of rates in the trunk line, and he fears it would end in a general reduction in rates than existed before its formation."

The C. & S. E. Roundhouse.

A dispatch from Carson, Ind., last night, says: "A proposition will be made in a few days by the Chicago & Southeastern Railway Company to locate its roundhouse and shops here. The same proposition was made Brazil some time ago, but the citizens of that place defeated the proposition. The company now says that Carson is a much better place for the roundhouse than Brazil, from the fact that all the coal, principally shipped from here, goes to the roundhouse for the road south of this place. Carson wants the shops, and if a liberal proposition is made, it will likely accept."

A Big Contract.

The Lake Erie & Western has secured a contract to haul one hundred carloads a day of coke which comes from coke ovens on the Norfolk & Western. The Ohio Southern turns it over to the Lake Erie & Western at Lima, and the latter hauls it to Hopewell, and there turns it over to the Calumet & Blue Island, which hauls it to Chicago. This haul is a very important item in the road's business.

Personal, Local and General Notes.

George Frey yesterday turned over ticket-scalping offices in this city over to Slatts and Harper's Bazar.

In January prepare for June, is the suggestion of the large shops as they cover their counters with the goods of the beginning of the year. The newest things are mostly variations on those of last year—a very safe and conservative policy.

On the 1st of February the general manager of the Wisconsin & Michigan.

William Buchanan, general superintendent of the Chicago & Eastern, is in the city.

The immigrant clearing house is to be placed under the supervision of the Joint Traffic Association, it is stated, in the near future.

Arthur M. Parent yesterday became general manager of the Pullman car works, at Pullman, vice Harvey Middleton, resigned.

Since Feb. 1 all local tickets sold by the Illinois Central are limited to one day after date of sale, to protect the road against scalping.

The Big Four handled on its lines in January 43,334 passengers, against 45,419 in the corresponding month of 1895, an increase this year of 14,105.

East-bound shipments from Chicago last week were 72,800 tons, or 77.74 per cent. of the corresponding week of last year.

The Vanderbilt passenger works, last week, delivered to President Caldwell, of the Lake Shore, a new private car, which is said to be a very handsome piece of rolling stock.

The stockholders of the Belt Road and Stock Yards Company will hold their annual meeting to-day, and will elect some changes in the directors, but none of the officials.

The Pennsylvania Company has given orders that six passenger engines be built at the shops in Juniata, of the same type of the one which recently hauled seven

THE INDIANAPOLIS JOURNAL, TUESDAY, FEBRUARY 4, 1896.

cars ninety miles in eighty-four minutes. These engines are to be used in hauling trains between Philadelphia and Jersey City.

The engines of the Northwestern railway of England are valued at \$200,000. To maintain this service is withdrawn from the road every five days and replaced with a new or rebuilt one.

In freight circles a belief prevails that, in due time, President Ingalls will extend the authority of W. P. Walker, freight traffic manager of the Chicago & Ohio, over the Big Four lines as well.

It is stated that General Manager Hayes, of the Grand Trunk, has discovered irregularities which will lead to sweeping changes in some departments, where there have been no changes for thirty years.

Norton E. Alexander, who for six years, has been general yardmaster of the Pittsburgh & Western, has resigned to accept a more lucrative position. It is stated, on the Lake Erie & Western lines.

J. M. McConnell, local passenger agent of the Chicago & Eastern, has been appointed traveling passenger agent of the Louisville, New Albany & Chicago, with headquarters at Louisville.

There is reliable authority for stating that the traffic department of the Baltimore & Ohio southwestern, which a few days ago was removed from Cincinnati to St. Louis, is to be moved back to Cincinnati.

M. M. Richey, general superintendent of the Calumet & Blue Island, is in the city. This company has in its side and switching track system two hundred miles of tracks.

C. A. Barnard, general freight agent of the Cleveland, Akron & Columbus (a Erie line), has resigned to accept a position with the Ohio Southern to look after its coal traffic, and will have the same title as now on the C. & C.

The authority of the board of managers of the Joint Traffic Association, it is stated, has already been personally told by several traffic officials that they have unanimously applied for permission to make a special rate.

One fare for the round trip has been agreed upon by Western lines as the rate to apply on business in connection with the freight analysis held in Forth, land, next May. The limit has not yet been agreed upon.

A very handsome private car is being built for the use of R. B. F. Peirce, as receiver of the Toledo, St. Louis & Kansas City road. Mr. Peirce has been in the city for some time, and the car of the Indiana, Decatur & Western since appointed receiver of that road.

George Miller, division superintendent of the Wagner Pullman-car Company at Cleveland, O., George Edwards, division superintendent at St. Paul, Minn., and J. H. Miller, superintendent of the commissary of the Wagner company, were in the city on official business yesterday.

The Erie people have made arrangements with the Ohio Southern by which its freight trains can be run into Springfield, O.

Erie freight train will be run into Springfield, O. Erie Southern for such purpose. It is said the Erie will join with the Ohio Southern and erect a station depot at that point.

John K. Cowen, the new president of the Baltimore & Ohio, has made himself popular at the outset with newspaper men, announcing that he had set a time each day at which he would receive reporters and give them such news as they might ask as far as consistent with the interests of the company.

At Austin, Tex., Judge Morris granted an injunction restraining the State railroad commission from operating its regulations which would restrict the commission has no authority to make such regulations because they are compress rates and not freight rates, and the commission is authorized to regulate.

But few are aware of the importance of the Santa Fe lines west of the Colorado river. It required 13 Pullman cars for its various lines, and gave employment in all departments to nearly four hundred men. In addition, it is stated that an average of forty private cars are handled on the system each month, the Pullman company furnishing the equipment.

A meeting of lines interested in Colorado business was held in Chicago yesterday at the office of Chairman Caldwell, the Denver & Rio Grande being the principal ones. The meeting was informal in its nature and the old difficulty over Utah business, which has made so much trouble for the road, was discussed. The best of feeling prevailed and the chances are now that the trouble will soon be patched up.

The new passenger engines which the Baltimore & Ohio people were to build for the Baltimore & Ohio Western are to have 20x24-inch cylinders and seventy-two inch driving wheels. The driving wheels of the locomotive will be but fifty-three inches in diameter. The specifications call for the most modern type of engine in the way of valves, lubricators, injectors, brakes and couplers.

G. G. Matthews, general superintendent of the Baltimore & Ohio, Rochester & Pittsburgh, retired on the 1st of the month, and a circular was sent to all departments, stating that he had been succeeded by George H. Matthews, assistant to the president. Mr. Matthews succeeded J. H. Matthews, who had been in the position for some time.

Last week the Chicago, Milwaukee & St. Paul closed its freight agency at Buffalo, and the agency was taken over by the Buffalo & Erie. In speaking of this the Buffalo Courier says: "Whether the Western roads are preparing to make a new departure in the way of freight business, cannot now be definitely stated, but some recent events are calculated to make their representatives in Buffalo very uneasy. While it may not be a positive indication of such a policy, the fact that two agencies have been abolished, is significant, and not likely to be without effect."

COTTON DRESS GOODS.

They Are Already Displayed in the New York Shops.

Harper's Bazar.

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A JOKE ON CHICAGO

TIMES-HERALD PRIZE POEM IS A BOLD BIT OF PLAGIARISM.

Indianapolis Received the Award—Verses Identical with Those of Benjamin F. Taylor.

The Journal yesterday morning printed a poem of "Chicago" purporting to have been written by Miss Mamie Buchner, of this city, in a prize contest for the best poem on "the dream of Chicago" by the Chicago Times-Herald. The poem is a bold bit of plagiarism, as it was written by Benjamin Franklin Taylor, who was born in Lowell, N. Y., in 1819, and died in Cleveland Feb. 24, 1887, and who was at one time a resident of Chicago.

The name of the poem by Taylor is "Fort Dearborn, Chicago," and appears in a book of his complete poems, page 253, published by S. C. Griggs & Co., Chicago, 1888. There is much in the original that is admitted in the copy, and in the latter the name Caesar is used instead of Kalar.

Miss Buchner is a young girl of only twenty, slight in form, with dark hair and eyes. She claims that the poem is original with her, that she never saw it before or anything like it, that she has been at work for some time on it. She said she saw the offer of the Times-Herald last month for the prize, and thought she would try for it. She had never written anything before that has been published. When she was asked how much she had received for the poem she said that she had only been notified that she had received the prize, but has not received any money. She seemed quite composed about the matter of receiving the prize and her father, who was present, offered the explanation that she had written the poem in his office, where she is the bookkeeper, on the letter heads of the firm, and that is how the address appears 62 Virginia avenue, when her residence is No. 123 Prospect street.

The family assisted her somewhat in what her father termed "dictation." When asked for a definition for dictation, he said "just helped her."

The original poem by Taylor reads: Born of the prairie and the wave, the blue city of the Occident, Chicago lay between;

Dim trails upon the meadow, faint wakes upon the main.

On either sea a schooner, a canvas-covered wail.

I saw a dot upon the map, and a house-fly's filmy wing.

They said it was Dearborn's pocket flag, when wilderness was king.

I heard the red bird's morning song, the Indian's awlward fall.

The rice tattoo in his rude canoe, like a dash of the olden days.

The loaded grasses rustling bend, the swash of the lazy tide.

And not far from the salted sails and navies grandly ride.

I heard the blockhouse gates unbar, the column's solemn tread.

I saw the free of a single leaf its splendor, did follow the wind.

To wave awhile that August morn, above the column's head.

I heard the muffled drum—the woman's wail of life.

The dead march on for Dearborn's blood, must march on for life.

And struck it with its thunderbolt in forehead and flank;

The spatter of the musket shot, the rifle's whistling rain.

The sand hills drift round hope forlorn that never marched again.

And this is Miss Buchner's "original" poem:

Born of the prairie and the wave—the blue city of the Occident, Chicago lay between;

Dim trails upon the meadow, faint wakes upon the main.

On either sea a schooner and a canvas-covered wail.

I heard the bird's morning song, the Indian's awlward fall.

The rice tattoo in his rude canoe like a dash of the olden days.

Where sail the salted sails and navies grandly ride.

I heard the blockhouse gates unbar, the column's solemn tread.

I saw the free of a single leaf its splendor, did follow the wind.

To wave awhile that August morn above the column's head.

I heard the muffled drum, the woman's wail of life.

The dead march on for Dearborn's blood, must march on for life.

And struck it with its thunderbolt in forehead and flank;

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Another verse by Taylor:

"I found a Rome of common clay," imperial Rome, Rome of marble, no other Rome beside!

The great wrote their autobiographies on the sculptured stone.

The glinted a new abroad, Augustan splendored stone.

They made a Roman of the world, they trailed the classic robe.

And flung the Latin toga around the naked globe!

"I found Chicago wood and clay," a mightier Kaiser said.

Then flung upon the sleeping mart his royal robes of red;

And flung the Latin toga around the naked globe!

Put on the crimson livery, Kaiser fire. The stately—

And madly drove the snows from the land, and reared them till the sea was red and scorched the wings of prayer.

Like thistle down ten thousand homes went drifting through the air.

By Taylor.

Chicago vanished in a cloud—the towers were storms of steel.

The wrath of death soared upward in a crimson binding sheet.